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SECURITY INFORMATION

50X1-HUM

REPORT

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1. Stations where the partisan guards were posted were as follows:

- a. On route to the Soviet Union: Záhony, Fényeslitke, Tuzsér, Sátoraljaujhely;
b. On route to Rumania: Mezőpeterd, Berettyóujfalu, Bekéscsaba, Kétégyháza;
c. On route to Czechoslovakia: Nagymaros, Szob.

2. The following transports were observed:

- a. 21 August 1952. Fényeslitke

32-car train.
9 cars, [] coming from Kecskemét, and 50X1-HUM
carrying pigs.
8 cars loaded with wheat, coming from Székesfehérvár.
11 carloads of aluminum bars, coming from the
Kőbánya Aluminum Rolling Works at Kőbánya, Budapest. Four
carloads of rifle stocks coming from Nagykőrös.

- g. 21 August 1952. Tuzser. 11 p.m.

28-car train
28 cars containing explosives [redacted] and
coming from the Industrial Explosives Factory (Ipari 50X1-HUM
Robbananyaggyár) at Füzfő.
Speed of the train was 35 km. per hour and less.

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c. 22 August 1952. Tuzsér. 4 a.m.

36-car train
 9 cars [] containing crated canned meats (ládazott hús konzerv), coming from Szigetvár. 50X1-HUM
 15 cars containing pigs, coming from Nagytétény
 12 cars of wheat [] from Debrecen. 50X1-HUM

d. 26 August 1952. Záhony, 6 p.m.

1). The cars stopped there awaiting shipment to Chop, USSR.

First train consisted of 30 cars:

12 cars of eggs, from Szolnok
 15 cars of dried vegetables (száritott zöldség), [] from Kecskemét. 50X1-HUM
 3 cars [] of finished steel (megmunkált acélöntvények), from Csepel.

Second train consisted of 26 cars:

26 cars of wheat [] from Debrecen. 50X1-HUM

Third train consisted of 36 cars:

36 cars [] all of them four-axled, 60-ton type for the transportation of ore. These were made at the Diósgyőr factory and were all of broad gauge. For movement in Hungary they were mounted with special normal-gauge rollers (szállító zsámoly). This train had come from Miskolc. 50X1-HUM

Fourth train consisted of 23 cars:

23 cars of machine spare parts, packed in wooden crates. The cars [] had come from Csepel. 50X1-HUM

Fifth train consisted of 12 cars:

Contained explosives from the Industrial Explosives Factory (Ipari Robbanóanyaggyár) at Füzfű.

Sixth train consisted of 36 cars:

10 cars of bottled cognac in wooden cases [] and coming from the Zwack factory, Budapest. 50X1-HUM
 9 cars of bottled spirits in wooden cases, coming from the Kecskemét distilleries.
 12 cars of barley pearls (árpagyöngy) in bags, from Budapest.
 5 cars [] Diesel tractor engines in wooden crates, from Csepel. 50X1-HUM

Seventh train consisted of 16 cars:

16 four-axled passenger cars, broad gauge, painted navy blue. These will be on service on the Moscow-Leningrad run. The cars were mounted on normal gauge rollers (szállító zsámoly).

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- 2). At the same time, the following trains arrived at Záhony from the Soviet Union:

First train: 22 cars of iron scrap en route to Miskolc.

Second train, of 42 cars:

32 cars occupied by Soviet soldiers.
12 cars were open flatcars carrying artillery guns under tarpaulins.

Third train: 27 cars of foundry coke (Kohokokosz) going on to Budapest.

- e. 21 August 1952. Sátorajújhely 1 p.m.

26-car train:

18 cars of dried vegetables, from Dombóvár.
8 cars of bottled spirits, from Budapest.

- f. 21 August 1952. Sátorajújhely 6 p.m.

28-car train:

20 cars of canned meat from the Budapest Factory.
8 cars of half boots from Budapest.

- g. 28 August 1952. Sátorajújhely 1 p.m.

22-car train of wheat from Hatvan.

- h. 28 August 1952. Sátorajújhely 6 p.m.

36-car train:

21 cars of dried fruit in boxes, from Aszód.
10 cars of dressed poultry from Gödöllő.
5 cars of sheet steel (leszabott jétegelt acéllemez), from Ózd.

- i. 4 September 1952. Sátorajújhely

- 1). At 1 a.m. A 45-car train arriving from the USSR, consisted of 16 cars carrying small tanks. The rest of the cars carried soldiers.
- 2). At 4 a.m. a second train arrived from the USSR, consisting of 12 coaches and 20 flatcars carrying short-barrelled artillery guns.

- j. 25 August 1952. Mezőpeter

30-car train:

12 cars of cakes (sic) in wooden boxes, from Budapest en route to Constanta, Rumania.

18 cars of bottled spirits from Budapest en route to Constanta, Rumania.

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k. 2 September 1952. Mezőpeterd

32-car train, consisting of 21 closed cars and 12 flatcars carrying large-caliber field guns.

l. 30 August 1952. Berettyóújfalú, in the station, coming from Rumania.

42-car train of closed coaches carrying Soviet soldiers en route to Szajol.

m. 25 August 1952. Békéscaba, in the station, coming from Rumania.

22-car train carrying artillery guns to Szeged, accompanied by Soviet uniformed guards.

30-car train, coming from the Rumanian frontier station. 14 cars were occupied by Soviet Soldiers, the rest consisted of flatcars carrying light tanks.

The same trains were observed by a partisan at Kétegyháza.

n. 1 September 1952. Nagymaros, From Hungary to Czechoslovakia.

32-car train. Description of one car could be made out as train slowed down: contents was butter; destination Dresden, Eastern Germany.

Afternoon of same day another 32-car train went through, guarded by Soviet soldiers.

o. 5 September 1952. Szob station.

32-car train:

20 cars of dressed poultry.
12 cars of dressed pork.

20-car train:

10 cars full of soldiers.
10 cars carrying automobiles and trucks.

1. Comment: The guarding of roads by partisans was reported

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